

## **APPENDIX A**

**Gulfport Letter Received April 10, 2007**

**West Cote Blanche Bay  
MAR07MM001**

Charles R. Koval  
Accident investigator  
Pipeline Operations Group

Dear Mr. Koval

Here are the answers to your questions. If I can be of any further help please call.

1. Please tell me the relationship between Grasso Production Management, Inc. and Gulfport?

**Grasso provides contract personnel to Gulfport to perform the day to day operations of WCBB.**

2. Did Grasso Production Management or Gulfport operate the West Cote Blanche Bay production field?

**Gulfport is the lessee of S/L 340 and the WCBB field and is the designated operator with the State of Louisiana.**

Information about locations is needed:

3. What was the location of Mr. Osborn when he contacted you? What was your location?

**Mr Osborn was in the Lafayette office 301 E Kaliste Saloom Rd. Harry Schwartz was in Sulphur La.**

4. What was the correct name of the departure location and destination of the Miss Megan and Barge The "Rough Daft Timeline indicates that the vessels departed from Tank battery 3

**The MISS MEGAN and barge departed WCBB S/L 340 Tank Battery 3, which is a production platform on the south end of the field.**

5. Was Tank battery 3 the correct title, could it be called a production platform?

**Yes, either name can be used when describing this type of facility.**

6. Where was Tank battery 3 located in reference to the West Cote Blanche Bay production field?

**Tank Battery 3 is on the south end of the field Lat 29 40 25 Long. 91 47 58.**

The Timeline indicates that Parker Rig 8B was the destination of the vessels.

7. Was Parker Rig 8B the destination of the vessels?

**Yes. The Parker rig 8B was located at well 956.**

The Timeline indicates that Mr. Albert and two other Grasso employees could see the fire. The Timeline also indicates that Mr. Albert was located at a Gulfport Energy compressor station.

8. Were the two other Grasso employees at this station?

**No, they were on the M/V CAPTAIN MITCH checking other wells in the field.**

9. What was the title of each of the three Grasso employees: Mr. Albert, Mr. LeBlanc, and Mr. Prince?

**Mr. Albert is the Lead operator. Mr. LeBlanc and Mr. Prince are A operators.**

10. Where was this Gulfport Energy compressor station in relationship to the accident site?

**Approximately 3500' to the East.**

11. Was it on a platform?

**Yes. The platform is referred to as the Hanover platform.**

12. Did the damaged pipeline connect to this station?

**Yes.**

13. Did Gulfport management instruct fellow employees to travel to the accident site and to assist the vessels?

**Harry Schwartz called field personnel telling them to do everything possible to help.**

14. Did Mr. Albert or anyone instruct Grasso employees to go to the accident site?

**Yes. Mr. Albert told Mr. LaBlanc and Mr. Prince to go help.**

This is Gulfport Energy, Corporation history.

When was Gulfport formed?

**Gulfport came into existence when WRT Energy Corp. changed its name to Gulfport Energy Corporation in a document filed with Louisiana Secretary of State on 4/23/98.**

How did Gulfport acquire the West Cote Blanche Bay production field?

**Gulfport acquired its original interest in the West Cote Blanche Bay field from Texaco, Inc. on 7/22/88 through Tesla Resources, Inc., a predecessor in title to Gulfport.**

Does Gulfport own an interest in the damaged pipeline? How was it acquired?

**Gulfport owns a 50% interest in the damaged pipeline. Gulfport's predecessor in title, Tesla Resources, Inc., acquired its interest in the pipeline when it was conveyed its original interest in the field in an assignment dated 7/22/88 from Texaco, Inc. Chevron owns the balance of the pipeline and is the operator.**

Respectfully,

  
Harry Schwartz  
HARKAR. LLC